

PROGRESS HITS CITY ISLAND

THEY ARE FAST CHANGING A QUAIN BIT OF THE BRONX.

Its Old Car Horses Doomed, Like Its Old Street, Old Houses and Other Things That Make It Picturesque—Once Intended to Make It Rival Manhattan.

Commissioner Bingham was only following the fashion of the day when he transferred the old policemen who had been patrolling the dusty roads of City Island to other parts of New York and replaced them by new men brought from distant precincts. The spirit of change is hovering over this quaint little island of the Bronx.

You notice it the moment you leave the train at Bartow. New tracks upon a new bed have been laid and underneath them



ALONG SHORE

a tunnel has been constructed for the safety of passengers entering or leaving the cars. The hideous yellow station will soon be superseded by a modern building of concrete.

The old path of dirt and gravel to the island across Pell's Neck, the path used by the Pells, the Hunters, the Forbushs and other City Island folk for many years, is gone. Pell's Neck is part of Pelham Bay Park, and there is now a broad walk of square sidewalks leading down to the bridge at City Island.

The antiquated horse cars which have been carrying people back and forth for a quarter of a century are still in operation. The tired horses jog slowly down the street, the bells tinkle on their harness, the horses stop for a rest at the same old places, but they are to have all the rest they want in this era of new things. For the monorail road, the latest wrinkle in rapid transit, is coming.

One who has not visited the island recently would hardly know the place. The narrow, uncurbed street that formerly extended from one end to the other has disappeared. The aged trees along the sides, shading the homes of the oystermen and the stone fronts, have been ruthlessly felled. Ramshackle bathhouses and shanties on the shore of Pelham Bay are razed to the ground.

To-day in process of evolution stretches an avenue one hundred feet wide. Everything appears in the disorder of half completion. Gangs of laborers and teams of contractors' wagons are building sewers, laying water mains and raising the grade of the new street in places eight feet higher or so than the old.

A few houses have been elevated to meet the grade, but most of the City Island families when they wish to go home nowadays only reach it after a heroic struggle through piles of dusty clinders and down steep declivities to their gateways or cross streets. They are afraid to go home in the dark.

In the face of all this improvement the question naturally arises: Who is going to pay for it all? Ex-Supervisor Hyatt, who served his town for years in the board of Westchester county before an-



FISHING FROM THE ROCKS



MOTIVE POWER OF THE CITY ISLAND RAILROAD



ON THE WAYS



ON THE WAYS

nexation to New York, was found in one of the bathhouses ruminating over the passing of these old things.

"Yes, sir," said he, as he crossed his legs and brought his cane down with a whack on the table at which he was sitting, "yes, sir, City Island is changing fast, and I suspect we old fellows who have been here so long will have to go too."

"Me? I am 75, but that's not old. Bill Price, down the street, is 85, and Jack and Fred, his brothers, 82 and 80, and we make only a beginning of the old landmarks."

"Yes, sir, the oyster business is changing too. That emptying of sewage into the Sound has destroyed their growth and flavor, and anyway they are not as plentiful as they used to be. It is a fact that some of the City Island hotels are buying oysters elsewhere. Better and cheaper, they say."

"There is one thing about this island possibly you do not know. It's the one place in New York that can only be reached on land by passing through a

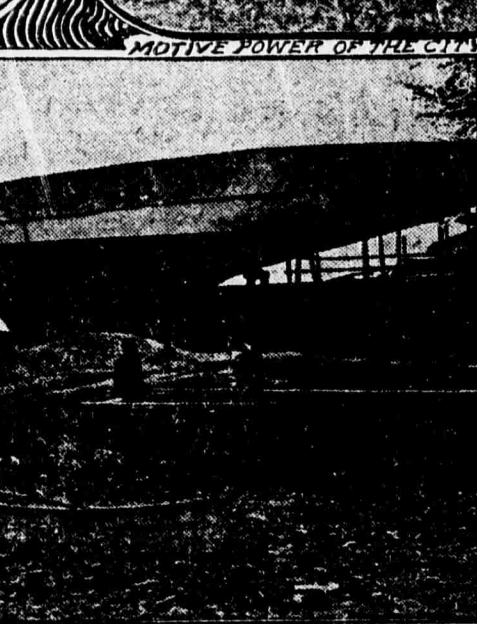
public park. The real estate speculators figured out that this would make it a good place for villa sites, fine lawns, &c., but the old families would not sell. I guess they may get it in another way now before all these taxes and assessments are paid. Some folks will be forced to sell out."

One cannot help feeling regret at all of these changes, for there was always a charm about City Island that seemed distinctive. It smacked of the sea and its denizens; of pleasure yachts and smart looking sailors in natty uniforms, for its great industry, outside of oystering and clamming, has been the dockyards and boat building. Specimens of every sort of the smaller craft have been laid up on this island at times for repairs or storage during the winter months—houseboats, steam yachts, motor boats and sailing craft of all sizes and riggings.

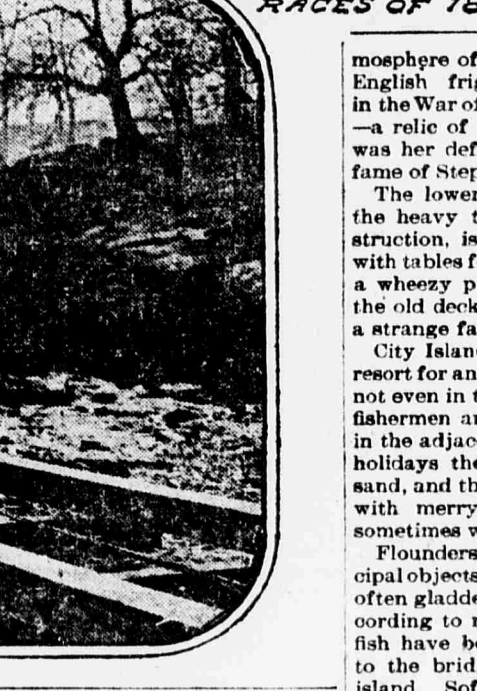
Side by side now lie boats like the Vanderbilt yacht Virginia, the Ingomar, Minicola and Aurora. A prominent feature of one yard is the Columbia, the cup defender in



ON THE WAYS



ON THE WAYS



ON THE WAYS

two series of races. Propped up with heavy shoring, dismantled, her deck sheathed with clapboards, she rests peacefully after her triple victory over Sir Thomas Lipton's Shamrock II in the races of 1901. Not far from her in another yard in the same condition lies the sloop Reliance that defeated the Shamrock III in the races of 1903.

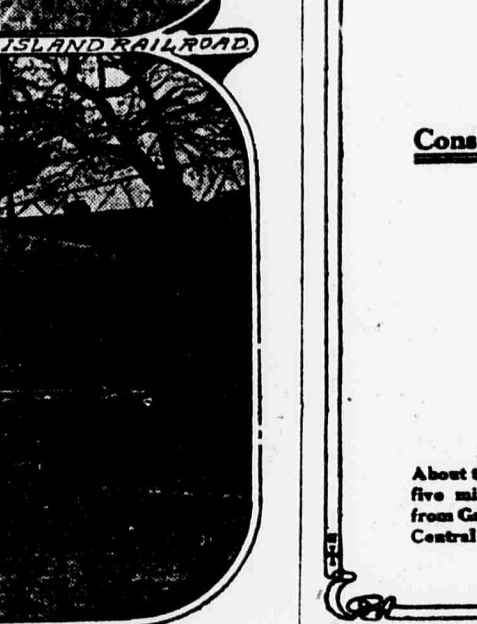
Times are busy in the shipyards during these spring days. Shipwrights engage in every branch of their calling, fitting out the stored boats for commission or in building new boats. Huge pots of tar melt over glowing fires and the pungent odor permeates the air. Spars and bright work are being scraped. Painters cover up rusty places with fresh paint.

In little houses where men squat, sails are cut and sewed or the old sails repaired. The sound of the sledge on the anvil and the noise of the hammer mingle with the cries of the gulls flying overhead.

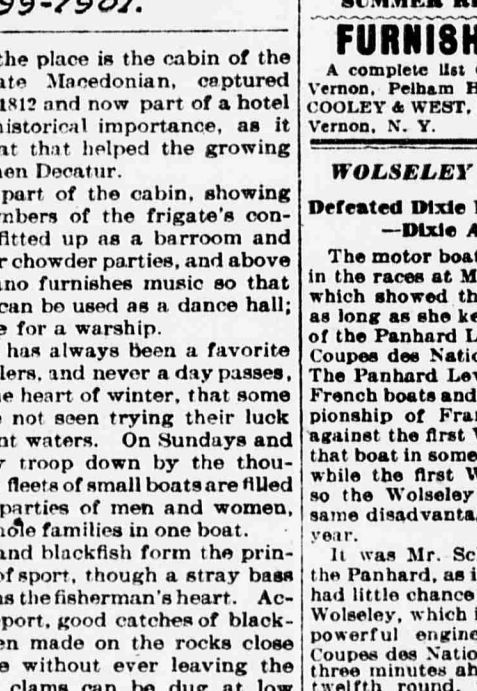
Quite in keeping with the nautical at-



ON THE WAYS



ON THE WAYS



ON THE WAYS

mosphere of the place is the cabin of the English frigate Macedonia, captured in the War of 1812 and now part of a hotel—a relic of historical importance, as it was her defeat that helped the growing fame of Stephen Decatur.

The lower part of the cabin, showing the heavy timbers of the frigate's construction, is fitted up as a barroom and with tables for chowder parties, and above a wheezy piano furnishes music so that the old deck can be used as a dance hall; a strange fate for a warship.

City Island has always been a favorite resort for anglers, and never a day passes, not even in the heart of winter, that some fishermen are not seen trying their luck in the adjacent waters. On Sundays and holidays they troop down by the thousand, and the fleets of small boats are filled with merry parties of men and women, sometimes whole families in one boat.

Flounders and blackfish form the principal objects of sport, though a stray bass often gladdens the fisherman's heart. According to report, good catches of blackfish have been made on the rocks close to the bridge without ever leaving the island. Soft clams can be dug at low tide in the sands and mud and attract many visitors at all seasons.

In former days some fine houses were built on City Island, but they have abandoned their old time pretensions and degenerated into road houses and beer gardens. The majority of the homes now are modest gable roofed cottages, painted in some light color, with green blinds, and having little yards in front decked in summer time with gay flowers and trailing vines; houses that tell of homely comforts.

The old schoolhouse still stands on the main street in a state of neglect, not at all like the commodious building that belongs to the city school system. Good houses are making the island a resort for automobile parties. Its marine studies are alluring to artists.

What its future is to be under the new order of things no one can foretell. Surely not a place of importance rivaling Manhattan, as its owners and those who named it once contemplated.

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The motor boat Dixie II, which took part in the races at Monaca, did one good thing which showed that she was in good shape as long as the keel was going. She was ahead of the Panhard Levasor in the race for the Coupe des Nations when she broke down. The Panhard Levasor in the race for the Coupe des Nations when she broke down. The Panhard Levasor in the race for the Coupe des Nations when she broke down.

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Reported by Our Column.

To introduce American books of reference such as dictionaries, into the schools of Ireland, recourse must be had to the Commissioners of National Education of Dublin. Lists are on file in the office of the Commissioner of Education, C. of the officials having charge of schools and school supplies generally.

Artistic bamboo work for exporting is being taught to the natives of Formosa by Japanese teachers.

Sugar refining as carried on in a commercial way in Cuba is practically confined to Cardenas, where there are three refineries. Cuban statistics of the exportation and stock of sugar in the producing season of 1909 up to March 1 show a total of 593,845 tons, as compared with a production of 417,008 tons during a similar period of the year previous. The output of Cuba is a per cent, greater than that of a similar period of 1908, and this if continued would indicate a crop slightly in excess of 1,400,000 tons.

Over 200,000 bushels of grain are being stored in refiners, beet growers, &c. in Germany are forming into an association to increase the consumption of sugar in that empire. Germany consumes much less sugar per capita than most of the other civilized countries. Beet raising makes grain raising more productive in the following years.

Depression continues in the Belgian woolen industry.

Brazil has created a commission for the purpose of making recommendations to Congress for revision of the present tariff—not only as to rates, but also as to administration—in such a way as to make the entire customs system. The commission is to report in May, when Congress meets.

In France it is proposed to reduce the duty on petroleum, scist and other mineral illuminating oils, from 10 to 5 francs a hundred kilos. In the general tariff from 9 to 1 franc a hundred kilos net in the minimum tariff. The duty on the same oils refined is to be reduced from 25 to 10 francs a hundred kilos net in the general tariff and from 10 to 4 francs a hundred kilos net in the minimum. Under the agreement of January 28, 1908, American mineral oils are admitted in the minimum.

Under the French tariff as proposed by the Louisiana sulphur will be dutiable on arrival in Louisiana.

German bankers are not opposing the present deposit check system recently put in operation in that country, which has been totaling \$50,000,000 in its first year—January, 1909. Hitherto American visitors and residents have noticed how rarely checks were used in Germany except in Imperial Germany.

The only farinaceous food commodity that Italy will take from us in large volume is the durum or macaroni wheat in its raw state, and such wheat can be obtained in the Italian quantity. In 1908 the United States furnished Italy, according to Italian statistics, 5,420,000 bushels of durum wheat, valued at \$1,200,000, or about the same quantity. Those were years of exceptional scarcity in Russia. North Africa, generally an exporter, was also short. Still, Russia shipped Italy 12,000,000 bushels of durum in 1908, and slightly more in 1907.

Italy sends the United States about \$5,000,000 worth of macaroni yearly, or about four times as much as she exports.

The success of the new flour mill in Colombia, all equipped with the most modern up-to-date American machinery, would seem to attest the faith of Colombian capitalists in the future of such enterprise, which has been totaling \$50,000,000 in its first year—January, 1909. Hitherto American visitors and residents have noticed how rarely checks were used in Germany except in Imperial Germany.

Under the guidance of the White Cross Society of Georgia, a congress for the redemption of fraud in the production and manufacture of food products will be held at Paris in October.

Sewing machines in Belgium are sold chiefly on the installment plan. The Singer company has a chief agency in Brussels, and about sixty sub-agencies through the country. The Wheeler & Wilson machines are also handled by the Singer company. The standard family machines are made at the Singer factory near Glasgow, Scotland, but special machines, such as those for making buttonholes, &c., are received from the United States.

Subsistence of high quality are being successfully cultivated in Formosa and are largely used by the Japanese and Chinese. On the ground they sell for 30 cents a pound.

Belgium's coal production in 1908 amounted to 23,700,000 tons, a decrease of 150,000 tons from the output of 1907.

The coal production of France in 1908 was 77,585,000 tons, an increase of 685,000 tons over 1907. The smelting of iron in 1908 was 3,412,300 tons, a decrease of 177,842. The manufacture of steel was 2,748,045 tons, a decrease of 23,728.

"GUINEAS WEEK" IN ENGLAND

TWO BIG RACES ON WEDNESDAY AND FRIDAY.

King Edward's Colt Minoru Shows Up Well Among the Candidates—Bayard, Derby Favorite, Said to Be Short of Work—Vivid the Best of the Fillies.

This is the Guineas week at Newmarket—that is, the Two Thousand will be run on Wednesday and the One Thousand on Friday—and very probably those present will see this year's Derby and Oaks winners out for an airing. Sir Martin, the American colt, is not in the Two Thousand, the only Yankee being August Belmont's Bay Tree, a bay colt by Collier, out of Black Point, and he is being prepared at the Palace House by Watson.

Just now it is unknown what condition he is in or whether he will even go to the post, but this will not lessen the American interest in the race.

For the last couple of weeks there has been considerable speculation as to whether Bayard, the champion two-year-old of last year, would be seen under silk next Wednesday, for there was a report from the Manton quarters that he was not advanced enough to risk a spin over the Rowley Mile in first class company. Whether the report is trustworthy only time can show, but should he go to the post it will be no less a thing in sight to trouble him.

Of the list of classic candidates seen in public so far this spring King Edward owns the topnotcher in the colt Minoru, by Cyllene, out of Mother Siegel, and he happens to be one of the youngsters leased from Col. Hall Walker. At the Newbury meeting a few weeks ago he gave a fine display of form in the greenham stakes, of \$5,000. With a fine balance of 136 pounds in the saddle he won in the decisive style and immediately his stock went soaring.

Prior to being pulled out Minoru was rated to be twenty-two pounds behind Bayard in the free handicap at Newmarket, but the wisecracks are of the opinion that a very short margin should be between the colts at the present valuation.

Last year Minoru was tried very smart before he came out to beat Balaucok and Vivid in the Great Surrey Foal Stakes at Epsom, and he was only just beaten by Louviers in the Coventry Stakes at Ascot after a bit of hard luck at the start. In the July Stakes he again had bad luck when beaten a neck by a really high class colt in Battaxe. About this time Minoru developed some eye trouble which necessitated his wearing a shade, which no doubt prevented him from showing to advantage in the big nurseries of the fall. Still he ran a great race in the New Nursery in October when, giving away a lot of weight, he was barely shut out at the finish. Minoru's final effort at Derby before retiring for the winter stamped him as a stayer, especially in soft going.

Two other high class colts likely to figure

in the Two Thousand are Glasgerion and Blankney II., the latter the winner of the Gimcrack Stakes at York last fall. Glasgerion is rated to be nine pounds worse than Bayard in the free handicap, but whether that does him any harm remains to be seen. He is by Gallinule out of Excellenza and has in him the most successful blood of the day. Last year he won three firsts and one second, his only conqueror being Vivid. It looks as if the winner of next Wednesday would come out of those named, though there are a few more good ones in Louviers, Perdicas, Diamond Stud, Oakmere, Bertram, Cattaro, Gut-treud and Golden Flight. Then there is always the possibility of a day horse, by Vivid, which was run very much to the reckoning. Danny Maher, who had the mount on Bayard, had to drive him every yard by a scant length, but it was said after the race that the colt was a trifle off color. It is said that perhaps a rubdown will give him his chances are of the best on Friday. Other good ones are Maid of the Mist, by Cyllene, running with Troubadour, and Princess de Galles, owned by King Edward.

Which attracted a lot of attention, a couple of weeks ago is the Whirlpool, by Ayshire, out of War. He is in the Derby but perhaps through a rubdown does not show in the Two Thousand entries. As a two-year-old he won the Tattersall Sale Stakes at Doncaster and ran second to Vivid in the Imperial Produce Stakes, after which he had a lot of ground at the start. That he has done well this spring is a certainty to judge by his display at Nottingham, where he was beaten by four-year-olds, a short head, along with giving him a five pound allowance. In third place in this race was Slavetrader, a six-year-old, and in speaking of the race and of the chances of the Whirlpool such an expert as "Killick."

"The two were running very nearly at weight for age, and Slavetrader is quite a good horse, although still favored with the top of the handicap tree. He was even thought to have more than an outside chance of winning the Derby, but could not be trained for it owing to rheumatic troubles, although such times as he was free from these his running with Troubadour and Sancy was sufficient to prove the hollowness of his pretensions to cope with horses like Sceptum and Egan."

In a way the Whirlpool's performance yesterday invites a comparison with that of Orby when the latter won the Earl of Sefton's Plate at the commencement of his three-year-old season. In that race Persimmon was top weight, a stone, and Orby, in consequence of the modest credentials which he had been able to present as a two-year-old, was given a stone 13 pounds. Persimmon in those days could be regarded as about as good a representative of his day company up to seven furlongs as Slavetrader is at the present time over longer distances. Orby won that race in a canter after threatening to go into the next parish at the turn for home, but he was also receiving the best part of a stone more from Persimmon than what have been the case had the Whirlpool been similarly favored with the July Stakes he again had bad luck when beaten a neck by a really high class colt in Battaxe. About this time Minoru developed some eye trouble which necessitated his wearing a shade, which no doubt prevented him from showing to advantage in the big nurseries of the fall. Still he ran a great race in the New Nursery in October when, giving away a lot of weight, he was barely shut out at the finish. Minoru's final effort at Derby before retiring for the winter stamped him as a stayer, especially in soft going.

Two other high class colts likely to figure

ROWING SHAKUPS.

Pennsylvania and Yale Make Changes—Race on the Pacific Coast.

Rowing affairs surely are in a bad way at Pennsylvania since the withdrawal of Schelling, Rogers and Braddock from the varsity crew. The varsity boat, which has been shaken up and the squad now has been reduced to sixteen men. Added to all this, the chances are that neither the varsity boat nor an octopode crew will place in the annual regatta which Pennsylvania has been a loyal supporter of this fixture and the straits in which the crew is placed when a Philadelphia event is passed up by Pennsylvania can be imagined.

First of all, when the three men dropped out, Thompson, Bennett and Brown went into the first boat. The latest cut has sent Thompson and Brown into the second crew. Reeves, who was in the third boat originally this year, by steady work gained a place in the second crew and now is at the helm in the varsity. Stiles, who stroked the freshman boat last year, was put at 2 in the varsity.

The crews as the final cut leaves them are: First Varsity—Reeves, bow; Stiles, 2; Bennett, 3; Fox, 4; Walton, 5; Shoemaker, 6; Ballinger, 7; Ballinger, stroke; Westcott, coxswain. Second Varsity—Brown, bow; Hester, 2; Watson, 3; Cullen, 4; Hester, 5; Fox, 6; Ferguson, 7; Howard, stroke; Rosenacker, coxswain.

First Freshman—Bell, bow; De Long, 2; Mulford, 3; Barrett, 4; Fox, 5; Shoemaker, 6; Alexander, 7; Ballinger, stroke; Westcott, coxswain. Second Freshman—Harris, bow; Joschowitz, 2; Watson, 3; Cullen, 4; Hester, 5; Fox, 6; Ferguson, 7; Howard, stroke; Rosenacker, coxswain.

All efforts from now on by Coach Ward will be bent toward getting crews to make a showing at Poughkeepsie. Of the varsity sixteen Thompson, Howard, Bennett and Stiles were last year's freshman boat and Ballinger and Bringer in last year's four. Shoemaker is the only one of last year's varsity eight now left. Watson rowed in the varsity eight in 1907. Ferguson and Hester were in the freshman eight in 1907. A few expected changes at the Yale crew have been made. Capt. Howe dropping from stroke's seat to 6, where he has rowed ever since he came to Yale, first in the freshman boat and later in the varsity combinations of 1907 and 1908. Howland was tried out in the Yale-Harvard regatta race on April 9, and the verdict was that some other man was better than he. Howe was put at 4 to replace Wallis, who rowed in the varsity, went back to the second crew, Van Blarcom taking Mill's place. Since the changes were made the crew has gone along faster and with greater snap. It is likely that Coach Kennedy and Capt. Howe saw at the Harvard-Columbia race enough to convince them that radical changes were necessary. The Yale crew now is looking as follows: Rice, bow; Glenn, 2; Ballinger, 3; Hyde, 4; Vodel, 5; Howe, 6; Van Blarcom, 7; Wallis, stroke.

The navy victory of Stanford over California in the boat race over the three mile course on Oakland estuary appears to be characterized more by anything else to the fact that Coach Dan Murphy of Stanford put washboards in his crew's bow. The Stanford crew was in the water for about a mile, in spite of the washboards the Stanford shell was nearly drenched with water at the end, and it was with

GREY BULLDOG FOR AMERICA.

J. Cooper Mott Has Purchased Champion Chinese Young Jack.

A \$6,000 bulldog was bought in England yesterday by cable from New York. This was W. B. Cannon's Champion Chinese Young Jack, and the purchaser is J. Cooper Mott of Great Neck, a member of the Bulldog Club of America. The price is the highest to be quoted for a bulldog bought for this country. Some years ago Richard Croker paid \$5,000 in London for Rodney Young Jack, that very fine headed bulldog, a winner afterward in the bulldog string of his son in this country, and another English purchase at nearly the same price was of Champion Heath Baronet by George J. Gould, Mahomet, Moston Gladstone and Champion St. Vincent and many more recent importations but the record price in bulldogs is that paid for Champion Chinese Young Jack.

The bulldog has had a great winning streak in Great Britain for three seasons, meeting all the best at the high class shows and defeating them. Ch. Chinese Young Jack faced the judges last at Cruft's show in Agricultural Hall, Islington, in February. It was the twenty-fifth renewal of the show, which is regarded as the classic in Great Britain, not even excepting the Kennel Club show, and Ch. Chinese Young Jack won in heavy-weight dogs and also gained a championship certificate. It was the second time in his career that he has won the heavy-weight class, an achievement of uncommon merit. An English paper stated in reporting Cruft's show, "Ch. Chinese Young Jack, that very fine headed bulldog, is greatly improved in movement, while as regards bodily qualities he is one of the best of his species now being shown."

Champion Leone Hazelwyn, first in the last Westminster show, having in the Westminster Kennel Club show in February, and ranked as high as many other shows, was sent out in the one used in 1908 by the varsity crew in the regatta at Saratoga. The boat travelled smoothly and there was no trouble in handling it, and as soon as they became accustomed to the craft, they handled themselves well. The old varsity crew, however, who have been with Columbia for a generation, had a lot of trouble in teaching the freshmen how to get the boat in the water. When they finally pushed off he said that they were not as likely a looking bunch as the first year eight last season. The Coxswain, Mr. D. B. Alexander, holder of the national dog championship and both members of the New Moon club. Among the invited guests will be Beale C. Wright of Boston and H. D. Little of New York, and L. P. Fisher, the old time expert.

Tennis Players to Dine at Crescent A. C.

The Crescent A. C. will give a dinner on May 1 in honor of H. H. Hackett and F. B. Alexander, holders of the national dog championship and both members of the New Moon club. Among the invited guests will be Beale C. Wright of Boston and H. D. Little of New York, and L. P. Fisher, the old time expert.

The permanent boating of the Columbia freshman crew was decided on Thursday when Rice, the coach, put the first year oarsmen in a shell for the first time this season. The boat which the freshmen were sent out in is the one used in 1908 by the varsity crew in the regatta at Saratoga. The boat travelled smoothly and there was no trouble in handling it, and as soon as they became accustomed to the craft, they handled themselves well. The old varsity crew, however, who have been with Columbia for a generation, had a lot of trouble in teaching the freshmen how to get the boat in the water. When they finally pushed off he said that they were not as likely a looking bunch as the first year eight last season. The Coxswain, Mr. D. B. Alexander, holder of the national dog championship and both members of the New Moon club. Among the invited guests will be Beale C. Wright of Boston and H. D. Little of New York, and L. P. Fisher, the old time expert.

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